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tural school for negroes on Skidaway Island, near Savannah, Ga. This last, which was especially dear to him, did not prosper. In 1883, when Wimmer celebrated the golden jubilee of profession, Pope Leo XIII conferred on him the title of archabbot and the privilege of wearing the *cappa magna* for pontifical functions. At that time his missionaries were in twenty-five states of the Union, ministering to over 100,000 souls, especially among Germans, Irish, Italians, Indians, and negroes. During the last period of his life Wimmer also educated boys from Bohemia to become missionaries among their countrymen, and in 1885 founded a priory in Chicago (later St. Procopius Abbey, Lisle, Ill.). In 1886 he sent Fathers to Colorado who established a priory which became Holy Cross Abbey, Canon City. On his deathbed he gave consent to a foundation in Ecuador, South America, which was later discontinued. Of middle stature and robust exterior, Wimmer was a man of a very practical mind and marked determination. In the beginning of his career he had to oppose an exaggerated asceticism on the part of some of his followers and the attempt of the Ordinary of the diocese to limit his activities. In 1858 a religious charlatan who succeeded in entering the ranks of his monks and who used the tendency of the prelate towards mysticism for his personal advantage almost disrupted his work and had to be expelled (1862). In general, the abbot believed that missionary activity would revive the former glory of his order. He himself never considered earthly gain, and the poorer the petitioners, the surer they were of obtaining help.

[Oswald Moosmüller, *St. Vincenz in Pennsylvania* (1873), and *Bonifaz Wimmer* (1891); *St. Vincenz Gemeinde and Erzabtei* (1905) and *St. Vincent's* (1905), pamphlets published by the Archabbey Press; *Wissenschaftliche Studien und Mittheilungen aus dem Benedictiner-Orden* (1881), vol. I, pp. v-xiv, vol. II, pp. 351-61; Gerard Bridge, *Early St. Vincent* (1920); S. J. Wimmer, in *Records Am. Cath. Hist. Soc.*, vol. III (1891); Felix Fellner, *Ibid.*, Dec. 1926, pp. 299-301; obituary in *Studien und Mittheilungen aus dem Benedictiner- und dem Cistercienser-Orden*, vol. IX (1888); letters of Wimmer in St. Vincent archives.]

F. F.

WINANS, ROSS (Oct. 17, 1796-Apr. 11, 1877), inventor and mechanic, was sixth in descent from Jan Wynants, who came to America from the Netherlands about 1662. The seventh child of William and Mary Winans, first cousins, Ross was born on a farm in Sussex County, N. J. He received a good common-school education and while on a journey to New York City picked up a book which led him to a study of mechanical principles. In Baltimore in 1828 to sell horses to the new Baltimore & Ohio Railroad (Hungerford, *post*, I, 77), he became interested in the

problems of the new system of transportation, and devised a model "rail wagon," having the "friction wheel" with outside bearings, thus setting, for at least a century, the distinctive pattern for railroad wheels. In Winans' model car in one of the upper rooms of the Exchange, the venerable Charles Carroll [*q.v.*] of Carrollton, in the presence of most of the prominent men of Baltimore, was drawn along a track on the floor by a ridiculously small weight suspended over a pulley by twine. Shortly afterward, when George W. Whistler, Jonathan Knight, and William G. McNeill [*qq.v.*] were sent abroad by the railroad company to study the railroad system of England, Winans went also. While abroad he allowed his patent wheel to be used for experimentation, with the result that he was ruthlessly plundered of its most valuable feature.

Upon his return he entered the service of the Baltimore & Ohio as engineer (1829-30), assisting Peter Cooper [*q.v.*] with his famous *Tom Thumb* engine. As a member of the firm of Gillingham & Winans, about 1834 he took charge of the Mount Clare shops of the railroad company, devoting the next twenty-five years to the improvement of railroad machinery. He planned the first eight-wheel car ever built for passenger purposes and is credited with the innovation of mounting a car on two four-wheeled trucks. In 1842 he constructed a locomotive known as the *Mud-Digger*, with horizontal boiler; it was put into service in 1844. In 1848 he produced the heavy and powerful "camelback" locomotive, noted for power on steep grades. Unlike most inventors, Winans was eminently practical; at his shop more than one hundred locomotives were constructed for the Baltimore & Ohio company during the period when the "camelback" was in favor. In time, however, the company decided that locomotives of less weight were more economical on the rails. Numerous pamphlets and bitter newspaper communications to prove the superiority of his "camelback" proved unavailing in the face of experience, and about 1860 Winans retired from locomotive building. Meanwhile, in 1843 he had been invited, doubtless through Whistler's influence, to go to Russia to furnish rolling stock for the railroad between Moscow and St. Petersburg. He declined, but sent his sons Thomas De Kay Winans [*q.v.*] and William in his stead.

During the Civil War his sympathies were with the Confederacy. He experimented with a steam gun, which was seized by the Union troops on the suspicion that it was intended for the South. As a member of the Maryland legislature which met in Frederick in 1861, he shared in the mis-

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fortunes of that body. He was twice arrested, in May and September 1861, and twice released on parole.

In his later years Winans and his family spent an immense sum on the development of the "cigar-steamer," a long, narrow vessel which left the shape of its hull as a heritage to the modern ocean liner. He was much interested in projects for improving Baltimore, and published numerous pamphlets on problems of local hygiene and water supply. He also wrote several unorthodox works on religious subjects, the most significant of which was *One Religion: Many Creeds* (1870). He erected, as a philanthropy, more than a hundred houses for rental at moderate rates to working people, but his investment of over \$400,000 proved ultimately a failure. He married twice: first, Jan. 22, 1820, Julia De Kay of New Jersey, who died in 1850; second, in 1854, Elizabeth K. West of Baltimore. He had four sons and a daughter, Julia, who became the wife of George W. Whistler, Jr., half-brother of the artist James McNeill Whistler [q.v.].

[*Baltimore American and Commercial Advertiser*, and *Sun* (Baltimore), Apr. 12, 1877; *Baltimore News*, Apr. 12, 18, 1911; J. T. Scharf, *Hist. of Baltimore City and County* (1881); J. E. Semmes, *John H. B. Latrobe and His Times* (1917); Edward Hungerford, *The Story of the Baltimore and Ohio Railroad* (1928); manuscript geneal. in the possession of the Md. Hist. Soc., which has also a volume of Winans pamphlets thought to be complete; Winans MSS. in the possession of Reginald Hutton, Esq., a descendant, in Baltimore, consisting of letters, diaries, account-books, and miscellaneous papers bearing on numerous patents; *Annual Reports* of the Baltimore & Ohio Railroad.] E. L.

WINANS, THOMAS DE KAY (Dec. 6, 1820–June 10, 1878), engineer and inventor, eldest son of Ross Winans [q.v.] and Julia (De Kay) Winans, was born at Vernon, N. J., but was taken to Baltimore when but ten years old. Inheriting his father's mechanical tastes, he was apprenticed, after a common-school education, to a machinist, under whom he displayed such skill that before he attained his majority he was intrusted with the headship of a department in his father's establishment. Indeed, when he was scarcely eighteen years old, he had been charged with the delivery of some engines for the Boston & Albany Railroad, and while executing this commission is said to have first met George W. Whistler [q.v.], who was afterwards called to Russia as consulting engineer of the projected railroad from St. Petersburg to Moscow. In 1843 Ross Winans declined Whistler's invitation to take charge of the mechanical department of the Russian railroad, but sent his sons, Thomas and William, to St. Petersburg in his place, commissioning them with the delivery of a locomotive built for the Russian road.

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With Joseph Harrison [q.v.], a member of the Philadelphia firm of Eastwick & Harrison, locomotive builders, Thomas Winans, against the competition of all foreign bidders, secured the contract to equip the Russian railroad in five years with locomotives and other rolling stock. The firm of Harrison, Winans & Eastwick, organized for the Russian enterprise, established shops at Alexandrovsky, near St. Petersburg, and completed their contract more than a year before the time agreed upon. One contract led to another, so that orders, approximating nearly \$2,000,000, which included all the cast iron for the first permanent bridge over the Neva River at St. Petersburg, were added to the original award of \$5,000,000, and the contemplated visit of a few months was prolonged to a residence of five years. In Russia, on Aug. 23, 1847, Winans married Céleste Revillon, a Russian of French and Italian descent. They had four children, of whom only two survived their father. In 1851 he returned to America, leaving his brother to fulfill the remaining contracts, which were completed by 1862. In 1866 the firm, including George W. Whistler, Jr., now Winans' brother-in-law, was recalled to Russia under a new contract of eight years' duration, but in 1868 the government took over their interests by the payment of a large bonus.

With the exception of visits to Europe, Winans thenceforth resided in Baltimore at "Alexandroffsky," the house he had begun to construct in 1853, named in memory of his Russian experience. To a country residence near Baltimore he gave the name "Crimea." On but two occasions did he emerge from his retirement: upon the completion of the Baltimore & Ohio Railroad he consented to serve as a director in order to lend it the benefit of his skill and experience; and at the outbreak of the Civil War in 1861 he established a soup station opposite his home, where four thousand persons were fed daily. Invention remained his favorite pastime, and for many years he conducted elaborate, costly, and generally successful experiments of the most diverse kinds. Particularly noteworthy was the cigar-shaped hull which he and his father devised in 1859, designed for high-speed steamers in trans-Atlantic service. Among other products of his mechanical genius were a device which made the organ as easy of touch as the piano, a mode of increasing the strength and volume of sound on the piano, an improvement in ventilation which he applied at "Alexandroffsky," glass feeding vessels for fish, adopted by the Maryland Fish Commission, and an ingenious use of the undulation of the waves to pump the water of a spring

to the reservoir at the top of his villa at Newport, R. I. Compared with his father's practical inventions, these might be termed the *divertissements* of a gentleman of leisure. In addition to his mechanical gifts, he had a natural skill in clay-modeling. He died at Newport, in his fifty-eighth year.

[*Baltimore American and Commercial Advertiser*, and *Sun* (Baltimore), June 11, 1878; J. E. Semmes, *John H. B. Latrobe and His Times* (1917); Joseph Harrison, *The Iron Worker and King Solomon* (1869), with memoir and appendix.] E. L.

WINANS, WILLIAM (Nov. 3, 1788–Aug. 31, 1857), Methodist clergyman, was born on Chestnut Ridge in the Allegheny Mountains of western Pennsylvania. When he was two years old his father died, leaving his widow with five children to rear. William was taught to read and write by his mother and an older brother, and as soon as he was strong enough began to work in the iron foundries near his home. When he was sixteen he moved with his mother to Clermont County, Ohio. She was a devout Methodist, and after they moved to Ohio Winans' interest in religion was awakened; in 1807 he became a Methodist class-leader and exhorter. Feeling called to preach, he was admitted on trial into the Western Conference of the Methodist Episcopal Church, Oct. 1, 1808. For two years he served circuits in Kentucky and Indiana but in 1810 volunteered for pioneer work in the Mississippi territory. In 1812 he was ordained deacon. The following year he was assigned to New Orleans, but his labors there were hindered by the military operations, and in 1814 he returned to Mississippi. He was ordained elder in that year and became a member of the Tennessee Conference. In order to recoup his physical and financial resources he settled, after his marriage in 1815 to Martha DuBose, and for five years taught school in Mississippi.

Returning to the itinerancy in 1820, he was thereafter the outstanding figure in Mississippi Methodism until his death. He served as trustee of Elizabeth Female Academy and Centenary College and in 1845 and 1849 acted as traveling agent for the latter institution. Under his leadership the first Methodist Church in New Orleans was erected. In 1824 he was the superintendent of the Choctaw Mission of the Mississippi Conference. Although he had no formal education, he endeavored after he entered the itinerancy to read daily fifty pages, in addition to portions of the Bible, and by this private study became comparatively learned, and an able debater. In 1855 he published a volume of sermons entitled *A Series of Discourses on Fundamental Religious Subjects*. He was also an occasional contributor

to secular and religious periodicals. Taking an active part in the discussion of national political issues, he was an ardent Whig and was once a candidate for Congress. During the presidential campaign of 1844 he opened Clay meetings in Mississippi with prayer, for which he was severely criticized by the Democratic newspapers. He was also much interested in the work of the American Colonization Society.

In every General Conference of the Methodist Episcopal Church from 1824 to 1844, inclusive, Winans championed the *status quo* of Methodist polity and doctrine. He fought attempts to weaken the power of the episcopacy and was active in opposing abolitionist tendencies. With other Southern delegates he sponsored the resolution adopted by the General Conference of 1836 which condemned abolitionism, and he even contended that the Methodist officials should be slaveholders in order to overcome the opposition of the slaveholding class to Methodism and thereby give the Church access to the slaves. At the General Conference of 1844 he delivered the first speech in defense of Bishop J. O. Andrew [*q.v.*] and was a member of the committee that drafted the famous "Plan of Separation" for the division of the Church. He was subsequently a delegate to the convention held at Louisville, Ky., in May 1845 that organized the Methodist Episcopal Church, South, and was elected to the General Conference of the new body in 1846, 1850, and 1854. He died in Amite County, Miss.

[Winans' diary, his unpublished autobiography, and much of his correspondence are in the possession of his grandson, Hon. William A. Dickson, Centerville, Miss. Rev. M. L. Burton, Gulfport, Miss., also has some of Winans' unpublished correspondence. Brief biog. sketches are in J. G. Jones, *A Complete Hist. of Methodism as Connected with the Miss. Conference of the M. E. Ch. South* (2 vols., 1908); C. F. Deems, *Annals of Southern Methodism for 1855* (1856); *Minutes of the Ann. Conferences of the M. E. Ch. South, 1845–57* (1859); Abel Stevens, *Hist. of the M. E. Ch. in the U. S. A.* (4 vols., 1864–67). See also J. J. Tigert, *A Constitutional Hist. of Am. Episcopal Methodism* (1904); L. C. Matlack, *The Hist. of Am. Slavery and Methodism from 1780 to 1849* (1849); *Daily Picayune* (New Orleans), Sept. 5, 1857.] P. N. G.

WINCHELL, ALEXANDER (Dec. 31, 1824–Feb. 19, 1891), author, teacher, and geologist, son of Horace and Caroline (McAllister) Winchell, and a brother of Newton Horace Winchell [*q.v.*], was born in the town of North-east, Dutchess County, N. Y. He was a descendant in the seventh generation of Robert Winchell, an Englishman who settled first in Dorchester in 1634 and removed to Windsor, Conn., in 1635; on his mother's side he was of Scotch-Irish ancestry. His first inclinations seem to have been toward mathematics and astronomy, but he decided to study medicine and was sent to the